

# Hongkong Telegraph.

No. 2151.

WEDNESDAY, FEBRUARY 6, 1889.

SIX DOLLARS  
PER QUARTER

## Banks.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$7,500,000  
RESERVE FUND ..... 4,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... 7,500,000

COURT OF DIRECTORS.—  
CHAIRMAN—Hon. JOHN BELL-IRVING.  
DEPUTY CHAIRMAN—W. H. FORBES, Esq.  
C. D. BOTTOMLEY, Esq. S. C. MICHAELSEN, Esq.  
W. G. BRODIE, Esq. J. S. MOSES, Esq.  
H. L. DALRYMPLE, Esq. L. POESNECKER, Esq.  
J. F. HOLLIDAY, Esq. N. A. SIBS, Esq.  
B. LAYTON, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER,  
HONGKONG—G. E. NOBLE, Esq.

MANAGER,  
SHANGHAI—EWEN CAMERON, Esq.  
LONDON BANKERS—LONDON AND  
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.  
ON CURRENT DEPOSIT ACCOUNT  
at the rate of 2 per cent. per Annum on the  
daily balance.

ON FIXED DEPOSITS—  
For 3 months, 3 per cent. per Annum.  
For 6 months, 4 per cent. per Annum.  
For 12 months, 5 per cent. per Annum.

LOCAL BILLS DISCOUNTED.  
CREDITS granted on approved Securities,  
and every description of BANKING and  
EXCHANGE business transacted.

DRAFTS granted on London, and the chief  
commercial places in Europe, India, Australia,  
America, China and Japan.

G. E. NOBLE,  
Chief Manager,  
Hongkong, 1st January, 1889.

**RULES  
OF THE  
HONGKONG SAVINGS  
BANK.**

1.—THE BUSINESS of the above BANK  
will be conducted by the HONGKONG  
AND SHANGHAI BANKING  
CORPORATION, on their premises in  
Hongkong. Business Hours on WEEK-  
DAYS, 10 to 3; SATURDAYS, 10 to 1.  
2.—SUMS LESS THAN \$1, OR MORE THAN  
\$250 at one time will not be received. No  
Depositor may deposit more than \$2,500  
in any one year.

3.—DEPOSITORS in the SAVINGS BANK,  
having \$100, or more, at their credit may at  
their option transfer the same to the HONG-  
KONG AND SHANGHAI BANKING  
CORPORATION on fixed deposit for 12  
months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3 1/2 % per  
annum will be allowed to Depositors on  
their daily balances.

5.—EACH DEPOSITOR will be supplied gratis  
with a PASS-BOOK, which must be presented  
with each payment or withdrawal.  
Depositors must not make any entries them-  
selves in their PASS-BOOKS, but should send  
them to be written up at least twice a year,  
about the beginning of January and  
beginning of July.

6.—CORRESPONDENCE as to the Business  
of the Bank, if marked ON HONGKONG  
SAVINGS BANK BUSINESS, will be  
forwarded very by the various British Post  
Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand,  
but the personal attendance of the  
Depositor or his duly appointed Agent, and  
the production of his PASS-BOOK, are  
necessary.

FOR THE HONGKONG AND SHANGHAI  
BANKING CORPORATION.

G. E. NOBLE,  
Chief Manager,  
Hongkong, 1st January, 1889.

**THE NEW ORIENTAL BANK  
CORPORATION, LIMITED.**

AUTHORISED CAPITAL ..... \$2,000,000.  
PAID-UP CAPITAL ..... 500,000.  
Registered Office, 40, THREADNEEDLE STREET,  
LONDON.

BRANCHES IN INDIA, CHINA, JAPAN  
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT,  
Buys and Sells BILLS OF EXCHANGE,  
ISSUES LETTERS OF CREDIT, forwards BILLS for  
COLLECTION, and Transacts Banking and  
Agency Business generally, on terms to be had  
on application.

INTEREST ALLOWED ON DEPOSITS:  
Fixed for 12 months, 5 per cent. per Annum.  
6 " 4 "  
3 " 3 "

ON CURRENT DEPOSIT ACCOUNTS  
2 per cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL  
BANK CORPORATION, in Liquidation, or the  
BALANCES of such claims, purchased on  
advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE  
SOCIETY.

E. W. RUTTER,  
Manager,  
HONGKONG BRANCH.

## NOTICE.

HONGKONG & WHAMPOA  
DOCK COMPANY,  
LIMITED.

SHIPMASTERS AND ENGINEERS  
are respectfully informed that, if upon  
their arrival in this HARBOUR none of the  
COMPANY'S FOREMEN should be at hand,  
ORDERS FOR REPAIRS, if sent to the HEAD  
OFFICE, No. 14, Praya Central, will receive  
prompt attention.

In the event of complaints being found  
necessary, communication with the Undersigned  
is requested, when immediate steps will be taken  
to rectify the cause of dissatisfaction.

D. GILLIES,  
Secretary.

Montgomery, 12th January, 1889.

## Intimations.



## FOR THE RACES.

FASHIONABLE TWEED SUITINGS, TROUSERINGS COATINGS, VESTINGS, SILK and MERINO HOSIERY, LONG CLOTH SHIRTS LINEN COLLARS, DERBY SCARFS, GOODWOOD TIES, TERAI and FELT HALTS, BOOTS, SHOES, GLOVES, &c., &c.

## FOR THE RACES.

RACING JACKETS and CAPS, (SILK or SATIN), RIDING BREECHES, RIDING BOOTS and TOPS, RACING and other SADDLES, SADDLE CLOTHS, BRIDLES and BITS, SUITS of CLOTHING, RIDING WHIPS, CURRY COMBS, BRUSHES, and all STABLE REQUISITES.

## FOR THE RACES.

JAUNAY'S CHAMPAGNES, "ROYAL BLEND" and "SPECIALY SELECTED" WHISKIES, BRANDIES, GIN, PORTS, SHERRIES, CLARETS, EMPIRE PALE ALES, EMPIRE EXTRA STOUT, FINEST BRANDS of CIGARS, and CIGARETTES, TOBACCO.

ALSO,

AN ENTIRELY NEW STOCK of SMOKER'S REQUISITES.

THE FALL & BOLTZ CO-OPERATIVE LTD.

Hongkong, 26th January, 1889.

## Shipping.

### STAEMERS.

NAVIGAZIONE GENERALE ITALIANA  
(FLORIO AND RUBATTINO  
UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

having connexion with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES (LEGHORN), and

GENOA all MEDITERRANEAN, ADRIATIC,

LEVANTINE, and SOUTH AMERICAN PORTS

up to CALLAO. Taking cargo at through

rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BISAGNO"

will be despatched as above on SATURDAY,

the 9th February.

At Bombay the Steamers are discharging in

Victoria's Dock.

For further particulars regarding Freight and

Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 5th February, 1889. [118]

AUSTRO-HUNGARIAN LLOYD'S STEAM  
NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, HOEDIADAH, MASSAU, SUAKIM, YEDDAB, SUEZ, PORT SAID, BRINDISI, and TRIESTE.

Taking cargo at through rates to CALCUTTA,

MADRAS, PERSIAN GULF, RED SEA, BLACK

SEA, LEVANT, and ADRIATIC PORTS.

THE Company's Steamship

"MARIA TERESA"

Captain F. Cossovich, will be despatched as

above on TUESDAY, the 13th inst., at NOON.

For further Particulars regarding Freight and

Passage, apply to the Agency of the Company,

Praya Central.

O. BACHRACH,

Agent.

Hongkong, 2nd February, 1889. [166]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"CARDIGANSHIRE"

will be despatched for the above Ports, on the

10th instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,

Agents.

Hongkong, 4th February, 1889. [163]

FOR NEW YORK.

THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES—STEAMERS.

THE British Steamship

"STRATFLEVEN"

C. W. Pearson, Commander, will be despatched

for the above Port, on or about the 15th inst.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,

Agents.

Hongkong, 1st February, 1889. [153]

"PACTOLUS"

Burnham, Master, shortly expected, will load

here for the above Port, and will have quick

despatch.

For Freight, apply to

PUSTAU & Co.,

Hongkong, 22nd December, 1888. [136]

FOR NEW YORK.

THE 3/3 L. I. L. American Ship

"PACTOLUS"

John Nicholson, W. Quine, Master, will load here for the above

Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.,

Hongkong, 19th December, 1888. [134]

FOR NEW YORK.

THE 3/3 L. I. L. American Ship

"STATE OF MAINE"

G. Small, Master, will load here for the above

Port, and will have a quick despatch.

For Freight, apply to

PUSTAU & Co.,

Hongkong, 19th December, 1888. [134]

FOR NEW YORK.

THE 3/3 L. I. L. American Ship

"STATE OF MAINE"

G. Small, Master, will load here for the above

Port, and will have a quick despatch.

For Freight, apply to

PUSTAU & Co.,

Hongkong, 19th December, 1888. [134]

FOR NEW YORK.

THE 3/3 L. I. L. American Ship

"STATE OF MAINE"

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Port, and will have a quick despatch.

For Freight, apply to

PUSTAU & Co.,

Hongkong, 19th December, 1888. [134]

FOR NEW YORK.

THE 3/3 L. I. L. American Ship

"STATE OF MAINE"

G. Small, Master, will load here

Intimations.

DAKIN, BROS. OF CHINA,  
L I M I T E D,  
C H E M I S T R Y,  
S P E C I A L A G E N T S  
for  
M E L L I N ' S F O O D,  
F O R  
I N F A N T S A N D I N V A L I D S.

WHY MELLIN'S FOOD is the best for Infants and Invalids.  
MELLIN'S FOOD dissolved in milk, yields a Perfect Food, after Nature's Model, containing all the substances required for the support and nourishment of the whole body.  
MELLIN'S FOOD is not farinaceous and is perfectly free from starch.  
MELLIN'S FOOD does not contain cane-sugar.  
MELLIN'S FOOD is rich in blood, brain, and bone-forming components.

(Telephone No. 60.)

22, QUEEN'S ROAD CENTRAL,  
Hongkong, 28th January, 1889.

A. S. WATSON & CO., LTD.,  
Established A.D. 1841.

FAMILY, DISPENSING, & GENERAL CHEMISTS.

WHOLESALE AND RETAIL DRUGGISTS.

P E R F U M E R S.

Importers and Exporters of M A N I L A C I G A R S.

S E E D S M E N.

W I N E and S P I R I T M E R C H A N T S.

P A T E N T M E D I C I N E P R O P R E T O R S

and

M A N U F A C T U R E R S of A E R A T E D

W A T E R S.

B U S I N E S S A D D R E S S E S :

T H E ' H O N G K O N G ' D I S P E N S A R Y ,

H O N G K O N G .

T H E ' S H A N G H A I ' D I S P E N S A R Y ,

S H A N G H A I .

T H E ' H O N G K O N G ' D I S P E N S A R Y ,

T I E T S I N .

T H E ' B O T I C A ' I N G L E S A , M A N I L A .

T H E ' H O N G K O N G ' D I S P E N S A R Y , H A N K O W .

T H E ' D I S P E N S A R Y , F O O C H O W .

T H E ' C A N T O N ' D I S P E N S A R Y , C A N T O N .

Hongkong, 18th January, 1889.

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ever may have been true of the palmy days of the Chou dynasty, and of those which preceded it, there can be no doubt that very little praying is done in the present day, either by husbandmen, or any other private individuals, for rain which is to be applied first on the public fields. The Chinese Government, as we are often reminded, is patriarchal in its nature, and demands filial obedience from its subjects. A plantation negro who had heard the saying "Every man for himself, and God for us all," failed to reproduce the precise shade of its thought, in his own modified version as follows: "Every man for himself, and God for himself!" This new form of an old adage contains in a nutshell the substance of the views of the average Chinese, with regard to the powers that be. "I, for my part, am obliged to look out for myself," he seems to think, if indeed he besows any thought whatever on the government at all, and "the government is old enough and strong enough to take care of itself without any help of mine." The government, on the other hand, although patriarchal, is much more occupied in looking after the patriarch, than in caring for the patriarch's family. Generally speaking, it will do very little to which it is not impelled by the danger, if it does nothing at first, of having to do all the more at a later date. The people recognise distinctly that the prospective loss of taxes is the motive force in governmental efforts to mitigate disasters such as the continual outbreaks of irrepressible rivers. What the people do for themselves in endeavouring to prevent calamities of this sort, is due to the instinct of self-preservation, for the people thus make sure that the work is done, and also escape the numberless exactions which are sure to be the invariable concomitants of government energy, locally applied.

No more typical example could be selected of the neglect of public affairs by the government, the absence of public spirit among the people, than the conditions of Chinese roads. There are abundant evidences in various parts of the empire, that there once existed great imperial highways connecting many of the most important cities, that these highways were paved with stone and bordered with trees. The ruins of such roads are found not only in the neighbourhood of Peking, but in such remote regions as Hunan and Sze-chuen. Vast sums must have been expended on their construction, and it would have been comparatively easy to keep them in repair, but this has been uniformly neglected, so that the ruins of such highways present serious impediments to travel, and the tracks have been abandoned from sheer necessity. It has been supposed that this decay of the great lines of traffic took place during the long period of disturbances before the close of the Ming dynasty, and at the beginning of the present Manchu line, but making all due allowance for political convulsions, two hundred and fifty years is surely a period sufficiently long in which to restore the arteries of the empire. No such restoration has either taken place or been attempted, and the consequence is the state of things with which we are but too familiar. The attitude of the government is handsomely matched by that of the people, who each and all are in the position of one who has no care or responsibility for what is done with the public property, so long as he personally is not the loser. In fact the very conception that the roads, or that anything belongs to "the public" is totally alien to the Chinese mind. The "streams and mountains," (that is the empire), are supposed to be the property in fee simple of the Emperor for the time, to have and to hold as long as he can. The roads are his too, and if any thing is to be done to them, let him do it. But the greater part of the roads do not belong to the Emperor, in any other sense than that in which the farms of the peasants belong to him, for these roads are merely narrow strips of farms devoted to the use of those who wish to use them, not with the consent of the owner of the land, for that was never asked, but from the force of necessity. The entire road belongs to some farm, and pays taxes like any other land, albeit the owner derives no more advantage from its use than does any one else. Under these circumstances, it is evidently the interest of the farmer to restrict the roads as much as he can, which he does by an extended system of ditches and banks designed to make it difficult for any one to traverse any other than the narrow strip of land which is indispensable for communication. If the heavy summer rains wash away a part of the farm into the road, the farmer goes to the road and digs his land out again, a process which combined with natural drainage and the incessant dust-storms, results eventually in the making of the road a canal. Of what we mean by "right of way" no Chinese has the smallest conception.

Travellers on the Peiho river, between Tientsin and Peking, have sometimes noticed in the river little flags, and upon inquiry have ascertained that they indicated the spots where torpedoes had been planted, and that passing boats were expected to avoid them! A detachment of Chinese troops engaged in artillery practice, has been known to train their cannons directly across one of the leading highways of the empire, to the great interruption of traffic and to the terror of the animals attached to carts, the result being a serious runaway accident.

A man who wishes to load or to unload his cart, leaves it in the middle of the road-way, while the process is going on, and whoever wishes to use the road, must wait until the process is completed. If a farmer has occasion to fell a tree he allows it to fall across the road, travellers can carry until the trunk is chopped up and removed.

The free and easy ways of the country districts are well matched by the encroachments upon the streets of the cities. The wide streets of Peking are lined with stalls and booths which have no right of existence, and which must be summarily removed if the Emperor happens to pass that way. As soon as the Emperor has passed, the booths are in their old places. The narrow passages which serve as streets in most Chinese cities, are choked with every form of industrial obstruction. The butcher, the barber, the periatic cook with his travelling restaurant, the carpenter, the cooper, and countless other workmen, plant themselves by the side of the tiny passage which throbs with the life of a great metropolis, and do all they can to form a strangulating clot. Even the women bring out their quilts and spread them on the ground for they have no space so broad in their contiguous courts. There is very little which the Chinese do at all, which is not at some time done on the street. Not are the obstructions to traffic of a movable nature only. The carpenter leaves a pile of huge logs in front of his shop, the dyer hangs up his long bolts of cloth, and the flour-dealer his strings of vermicelli across the principal thoroughfare, for the space opposite to the shop of each belongs not to an imaginary "public" but to the owner of the shop. The idea that this alleged ownership of the avenues of locomotion entails any corresponding duties in the way of repair, is not one which the Chinese mind, in its present stage of development, is capable of taking in at all. No one individual, even if he were disposed to repair a road, (which would never happen), has the time or the material wherewithal to do it, and for many persons to combine for this purpose would be totally out of the question, for each would be in deep anxiety lest he should do more of the work, and receive less of the benefit, than some other person. It would be very easy for each local magistrate to require the villages lying along the line of the main highways or within a reasonable distance

thereof, to keep the important arteries of travel passable at almost all seasons, but it is doubtful whether this idea ever entered the mind of any Chinese official. Not only do the Chinese feel no interest in that which belongs to the "public," but all such property, if unprotected and available, is a mark for theft. Paving stones are carried off for private use, and square rods of the brick facing to city walls, gradually disappear. A wall enclosing a foreign cemetery in one of the ports of China was carried away till not a brick remained, as soon as it was discovered that the place was in charge of no one in particular. It is not many years since an extraordinary sensation was caused in the Imperial palace in Peking by the discovery that extensive robberies had been committed on the copper roofs of some of the buildings within the forbidden city. It is a common observation among the Chinese, that within the Eighteen Provinces, there is no one so imposed upon and cheated, as the Emperor. The question is often raised whether the Chinese have any patriotism; and it is not a question which can be answered in a word. There is undoubtedly a strong national feeling, especially among the literary classes, and to this feeling much of the hostility exhibited to foreigners and their inventions is to be traced. But that any considerable body of Chinese are actuated by a desire to serve their country, because it is their country, aside from the prospect of emolument, is a proposition which will require much more proof than has yet been offered to secure its acceptance by any one who knows the Chinese. It need not be remarked that a Chinese might be patriotic, without taking much interest in the fortunes of a Tatar dynasty like the present, but there is the best reason to think that whatever the dynasty might happen to be, the feeling of the mass of the nation would be the same as it is now: a feeling of profound indifference. The key-note to this view of public affairs was sounded by Confucius himself, in a pregnant sentence, found in the "Analects": "The Master said: 'He who is not in an office has no concern with plans for the administration of its duties.' To our thought these significant words are partly the result and to a very great degree the cause of the constitutional unwillingness of the Chinese to interest themselves in matters for which they are in no way responsible. M. Huc gives an excellent example of the spirit to which every reader will be able to adduce parallels. "In 1851, at the period of the death of the Emperor Tao Kuang, we were travelling on the road from Peking, and one day when we had been taking tea at an inn in company with some Chinese citizens, we tried to get up a little political discussion. We spoke of the recent death of the Emperor, an important event, which of course must have interested everybody. We expressed our anxiety on the subject of the succession to the Imperial throne, the heir to which was not yet publicly declared. Who knows, said we, 'which of the three sons of the Emperor will have been appointed to succeed him? If it should be the eldest, will he pursue the same system of government? If the younger, he is still very young, and it is said that there are contrary influences, two opposing parties at court; to which will he lean?' We put forward, in short, all kinds of hypotheses, in order to stimulate these good citizens to make some observation. But they hardly listened to us. We came back again to the charge, in order to elicit some opinion or other, on questions that really appeared to us of great importance. But to all our piquant suggestions they replied by shaking their heads, putting out whiffs of smoke, and taking great gulps of tea. This apathy, was really beginning to provoke us, when one of these worthy Chinese, getting up from his seat, came and laid his two hands on our shoulders in a manner quite paternal and said, smiling rather ironically, 'Listen to me, my friend! Why should you trouble your heart and fatigue your head by all these vain surmises? The mandarins have to attend to affairs of State; they are paid for it. Let them earn their money then. But don't let us torment ourselves about what does not concern us. We should be great fools to want to do political business for nothing.' That is very conformable to reason," cried the rest of the company, and thereupon they pointed out to us that our tea was getting cold and our pipes were out!" When it is remembered that in the attack on Peking, in 1860, the British army was furnished with mules bought of the Chinese in the province of Shantung; that Tientsin and Tungchow made capitulations on their own account, agreeing to provide the British and French with whatever was wanted; that these cities were not disturbed; that most indispensable coolie work was done for the foreign allies by Chinese subjects hired for the purpose in Hongkong, and that when these same coolies were captured by the Chinese army they were sent back to the British ranks with their cues cut off, it is not difficult to perceive that patriotic and public spirit, if such things exist at all in China, do not mean what these words imply to Anglo-Saxons.

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Q.D.G.'s  
Advertisements.

STEAM TO MANILA (DIRECT).

THE Steamship  
"NANZING,"  
Captain Talbot, will be despatched as above,  
TO-MORROW; the 7th inst., at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 6th February, 1889. [168]

U. S. MAIL LINE

PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for San Francisco, via Yoko-hama, on THURSDAY, the 21st February, at NOON, taking Passengers and Freight for the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:

To San Francisco.....\$200.00  
To San Francisco, and return, available for 6 months.....350.00  
To Liverpool.....325.00  
To London.....300.00  
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent.  
Hongkong, 6th February, 1889.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

NOTICE TO CREDITORS.

PAYMENT OF 6TH DIVIDEND.

A 6TH DIVIDEND of 6 1/2% on all claims against the Hongkong Branch of the ORIENTAL BANK CORPORATION, which have been approved by the Court of Chancery will be paid at the Offices of the NEW ORIENTAL BANK CORPORATION, LIMITED, on and after MONDAY, the 17th March next.

Creditors are requested to apply to the Bank for their Dividends and to produce the letter they hold from the Official Liquidator admitting their claims in order that the payment of the 6th Dividend may be endorsed thereon.

PAYMENT OF FINAL DIVIDEND IN ADVANCE UNDER DISCOUNT.

THE Official Liquidator, by arrangement with the Assets Realisation Co., is prepared to pay in advance to Creditors willing to receive such payment, in FULL DISCHARGE OF THEIR CLAIMS the Dividend of 5 1/2% payable in the year 1890, UNDER A DISCOUNT OF FIVE TWELFTHS PER CENT.

Creditors are requested to apply to the Bank for their Dividends and to produce the letter they hold from the Official Liquidator admitting their claims in order that the payment of the Final Dividend, less discount as above may be requested to communicate with the Under-signed BEFORE THE END OF THIS CURRENT MONTH.

E. W. RUTTER,  
Agent for the Official Liquidator,  
Oriental Bank Corporation, in Liquidation,  
2, Queen's Road,  
Hongkong, 6th February, 1889. [176]

ST. JOHN LODGE  
OF HONGKONG,  
No. 618, S.C.

A REGULAR MEETING of the above Lodge will be held in FREEMASON'S HALL, Zetland Street, on TUESDAY, the 12th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.  
Hongkong, 6th February, 1889. [177]

Intimations.

JURY LIST, 1889.

NOTICE is hereby given that pursuant to the Provisions of Section 4 of Ordinance No. 24 of 1882, I have this day caused to be posted, in the Court House, a List of all men ascertained by me to be liable to serve as JURORS.

The said List will remain so posted for the term of one fortnight, in order that any Person may, as the case shall be, apply by notice in writing to me, requiring that his name, or the names of some other Person or Persons may be registered either added to, or struck off, the said List, upon cause duly assigned in such notice.

ALFRED. G. WISE,  
Acting Registrar.  
Registry Supreme Court.  
Hongkong, 1st February, 1889. [169]

KOWLOON HOTEL.

J. C. L. ROUCH.....MANAGER.

WINE and SPIRITS of the best quality.  
ENGLISH & AMERICAN BILLIARD TABLES, BOWLING ALLEYS, TENNIS LAWN.  
Hongkong, 1st January, 1889. [170]

ALFRED. G. WISE,  
Acting Registrar.  
Registry Supreme Court.  
Hongkong, 1st February, 1889. [169]

Intimations.

NOTICE.

HONGKONG ICE COMPANY, LIMITED.

THE EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the Company, Pedder Street, TO-MORROW, the 7th February, at NOON, to receive a Statement of the Accounts of the Company to the 31st December, 1888, and the Report of the General Managers, and to discuss any matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th instant to 7th proximo, both days inclusive.

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 24th January, 1889. [125]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 7 per cent.

and Bonus of 1 per cent. or \$1.60 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders held this Day will be payable at the HONGKONG and SHANGHAI BANKING CORPORATION and after MONDAY, the 4th instant.

Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors,

T. ARNOLD,  
Secretary.

Hongkong, 2nd February, 1889. [164]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 7 per cent.

and Bonus of 1 per cent. or \$1.60 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders held this Day will be payable at the HONGKONG and SHANGHAI BANKING CORPORATION and after MONDAY, the 4th instant.

Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors,

T. ARNOLD,  
Secretary.

Hongkong, 2nd February, 1889. [164]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 5, Queen's Road, Victoria, at 3.15 o'clock P.M., on the 18th of February, 1889, for the purpose of receiving a Report from the General Agents, and the Report of the Directors for the year ending 31st December, 1888.

Commercial.

CLOSING QUOTATIONS.  
Hongkong and Shanghai Bank—169 per cent.  
premium, buyers.  
Union Insurance Society of Canton—\$120 per  
share, sellers.  
China Traders' Insurance Company—\$81 per  
share, buyers.  
North China Insurance—Tls. 290 per share,  
buyers.  
Canton Insurance Company, Limited—\$120 per  
share, sellers.  
Yangtze Insurance Association—Tls. 97 per  
share, buyers.  
Chinese Insurance Company—\$165 per share,  
buyers.  
On Tai Insurance Company, Limited—Tls. 150,  
per share.  
Hongkong Fire Insurance Company—\$365 per  
share, buyers.  
China Fire Insurance Company—\$82 per share,  
buyers.  
Hongkong and Whampoa Dock Company, 36  
per cent. premium, sellers.  
Hongkong, Canton, and Macao Steamboat Co.—  
\$22 per share, ex. div., sellers.  
China and Manilla Steam Ship Company—175  
per share, buyers.  
Hongkong Gas Company—\$135 per share, sellers.  
Hongkong Hotel Company—\$170 per share,  
nominal.  
Indo-China Steam Navigation Company,  
Limited—121 per cent. dis., buyers.  
Doughs Steamship Company—\$70 per share,  
buyers.  
China Sugar Refining Company, Limited—\$207  
per share, buyers.  
Luron Sugar Refining Company, Limited—\$90  
per share, sellers.  
Hongkong Ice Company—\$97 per share, sellers.  
Hongkong and China Bakery Company, Limited,  
—\$8 per share.  
Hongkong Dairy Farm Co., Limited—\$121 per  
share, sellers.  
A. S. Watson & Co., Limited—100 per cent.  
premium, sellers.  
Chinese Imperial Loan of 1884 B—24 per cent.  
premium, sellers.  
Chinese Imperial Loan of 1884 C—5 per cent.  
premium, buyers.  
Chinese Imperial Loan of 1886 E—11 per cent.  
premium.  
Hongkong Rope Manufacturing Company,  
Limited—\$99 per share, buyers.  
Perak Tin Mining and Smelting Company—\$5  
per share, nominal.  
Punjom and Sunghe Dua Samantan Mining Co.—  
\$11 per share, sellers.  
Hongkong and Kowloon Wharf and Godown  
Company—91 per cent. premium, buyers.  
Tonquin Coal Mining Co.—100 per cent. premium,  
buyers.  
The Hongkong High-Level Tramway Co.,  
Limited—250 per cent. premium, nominal.  
The East Borneo Planting Co., Limited—\$50  
per share, sellers.  
The Songai Koyah Planting Co., Ltd.—\$42 per  
share, sellers.  
Cruckshank & Co., Ltd.—\$45 per share, sellers.  
The Steam Launch Co., Limited—100 per cent.  
premium, nominal.  
The Austin Arms Hotel and Building Co., Ltd.—  
20 per cent dis., buyers.  
The China-Hongkong Co., Ltd.—30 per cent.  
prem. sellers.

EXCHANGE.

ON LONDON.—Bank, T. T.—3/4  
Bank Bills, on demand ..... 3/4  
Bank Bills, at 30 days' sight ..... 3/0  
Bank Bills, at 4 months' sight ..... 3/0  
Credits at 4 months' sight ..... 3/1  
Documentary Bills, at 4 months'  
sight ..... 3/1  
ON PARIS.—  
Bank Bills, on demand ..... 3/2  
Credits, at 4 months' sight ..... 3/0  
ON INDIA, T. T.—218  
ON DEMAND.—220  
ON SHANGHAI.—  
Bank, T. T.—71  
Private, 30 days' sight ..... 72

EXPORT CARGOES.

Per *Oceanic*, str., for Yokohama—6,579 bags  
Sugar, and 304 packages Merchandise. For  
San Francisco—22,665 bags Rice, and 7,708  
packages Merchandise. For Ports beyond San  
Francisco—13,800 bags Rice, 2,280 packages  
Merchandise, and 16 cases Silks. For Overland  
Ports—217 bales Raw Silk, 3 cases Silks, and  
12 packages Merchandise.  
Per *Gaelic*, str., for Yokohama—2,525 bags  
Sugar, and 440 packages Merchandise. For San  
Francisco—21,665 bags Rice, and 5,434 packages  
Merchandise. For Ports beyond San  
Francisco—7,100 bags Rice, 2,531 packages  
Merchandise, and 25 cases Silks. For Overland  
Ports—173 bales Raw Silk, 10 cases Silks, and  
4 packages Merchandise.  
Per *Iron*, bark, for Honolulu—82 jars Soy, 72  
packages Matting, 603 packages Tea (unknown),  
174 boxes Sugar, 545 bags Beans, 85 bags Rice,  
574 boxes Nut Oil, 76 boxes Tobacco, 25 packages  
Rattan Chairs, 2,231 pieces Stones, 575  
packages Samshoo, 37 packages Fire Crackers,  
and 9,267 packages Merchandise.

OPPIUM MARKET.—THIS DAY.

NEW MALWA, per picul ..... 8680  
(Allowance, Taels 4 to 32).  
OLD MALWA, per picul ..... 6690  
(Allowance, Taels 16 to 32).  
NEW PATNA, (without choice) per chest ..... 680  
NEW PATNA, (best choice) per chest ..... 824  
NEW PATNA, (bottom) per chest ..... 893  
NEW PATNA, (second choice) per chest ..... 875  
NEW BENARES, (without choice) per chest ..... 8575  
NEW BENARES, (bottom) per chest ..... 870  
NEW PERSIAN (best quality) per picul ..... 850  
OLD PERSIAN (second quality) per picul ..... 850  
OLD PERSIAN (second quality) per picul ..... 8475

CHINA COAST METEOROLOGICAL  
REGISTER.

5th February, 1889.—At 4 p.m.

6th February, 1889.—At 10 a.m.

Post Office.

A MAIL WILL CLOSE

For Manila.—Per *Nansing*, to-morrow, the  
7th instant, at 2.30 P.M.  
For Straits and Bombay.—Per *Thibet*, on  
Friday, the 8th instant, at 11.30 A.M.  
For Nagasaki, Kobe, and Yokohama.—Per  
*General*, on Friday, the 8th instant, at 11.30  
A.M.  
For Singapore.—Per *Hesperia*, on Friday, the  
8th instant, at 11.30 A.M.  
For Sandakan, Kudat, and Labuan. Per  
*Monmon*, on Friday, the 8th instant, at 3.30  
P.M.  
For Saigon.—Per *Cicero*, on Friday, the 8th  
instant, at 4.30 P.M.

For Port Darwin, Brisbane, Sydney, and Mel-  
bourne.—Per *Jinan*, on Friday, the 8th instant,  
at 5.00 P.M.

SHIPPING IN HONGKONG.

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co's Register.)

To day.

Barometer—9 in.

Barometer—1 p.m.

Barometer—4 p.m.

Thermometer—9 a.m.

Thermometer—1 p.m.

Thermometer—4 p.m.

Thermometer—8 a.m. (Wet bulb).

Thermometer—1 p.m. (Wet bulb).

Thermometer—4 p.m. (Wet bulb).

Thermometer—Minimum (over night).

To 29°.

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